

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8581

號九廿月三年三統宣

THURSDAY, APRIL 27 1911. 四拜禮

號七廿月四英港香

835, PINE AVENUE,  
GRAND CENTRAL HOTEL

## SPECIAL TELEGRAMS.

### LORD KITCHENER.

#### TAKES HIS SEAT IN THE HOUSE OF LORDS.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 26, 8.10 p.m.

Lord Kitchener has taken his seat in the House of Lords.

Lords Morley and Milner introduced him.

### HOME SPORT.

#### THE CUP FINAL.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 26, 8.10 p.m.

The replayed football final was brought off to-day before a huge crowd, and the result was as follows:—

Bradford, one goal

Newcastle, nil.

This was the score at half time, and no change had been made when the whistle sounded.

### HOME RACING.

#### TWO THOUSAND GUINEAS RACE.

[THE "TELEGRAPH" CORRESPONDENT.]

London, April 26, 8.10 p.m.

The result of the Two Thousand Guineas race was as follows:—

1 Sunstar.

2 Steadfast.

3 Lyeon.

#### THE DOVERIDGE HANDICAP.

Catrail, Mr. L. de Rothschild, 4yrs 8st 11lb. .... Trigg 1

Protestant Boy, Lord Londonderry, 4yrs. 7st 4lb. .... Fox 2

Rathles, Mr. T. Nolan, 6yrs, 8st 8lb. .... Higgs 3

THE DERBYSHIRE PLATE.

Victory, Mr. A. Stedall, 6yrs, 6st 13lb. .... Evans 1

Vestern, Mr. E. Buckworth, 4yrs, 7st. .... Ree 2

Game Fowler, Mr. J. Wholan, 6yrs, 8st 2lb Trigg 3

Tolbedde, Capt. Herbert, 6yrs, 8st 0lb. .... 0

(Winner trained by A Sadler at Newmarket.)

Starting Prices:—  
11 to 10 on Victory.  
6 to 1 against Vestern.  
11 to 2 " Game Fowler.  
Won by four lengths; a neck between second and third.

#### NEWMARKET CRAVEN MEETING.

THE BABRAHAM PLATE.

Facet, Mr. L. de Rothschild, 4yrs, 7st 8lb. .... Trigg 1

Kilboney, Lord St David, 4yrs, 7st 0lb. Keoble 2

Esperanto, Mr. E. Tanner, 6yrs, 8st 3lb. .... Higgs 3

## REUTER'S TELEGRAMS.

### AMERICA AND JAPAN.

#### THE DOMINATION OF THE PACIFIC.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, April 27, 7.20 a.m.

At the banquet of the American Asiatic Society, held in New York, Mr. Knox, Secretary of State, and Baron Uchida dwelt on the Japan-American harmony now existing.

President Taft wrote saying that the recently negotiated treaty shows the friendship is so strong that they can well afford to regard

with complacence the mischievous and malicious rumours which utterly lacked foundation.

Baron Uchida said that Japan would never go to war unless she was forced. Japan's ambition was not to see the Japanese flag dominate the Pacific, but it should be hung over the ocean, and mingled with the splendours of the sun and Stripes should be the sun flag of Japan.

### MOROCCO AGAIN.

#### A GERMAN'S THREAT.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, April 26, 2.10 p.m.

Herr Pangerman, writing in the "Rheinische Westfälische Zeitung," says that if France seriously resists the demand of Germany for the partition of Morocco, she will have to bear the responsibility if war should take place between Germany and France.

### FIGHTING IN ALBANIA.

#### TURKISH REVERSE.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, April 26, 2.10 p.m.

Telegrams from Vienna state that the Turkish troops in Albania have suffered a severe defeat by a tribe on the heights East of Tusi.

According to the official account several detachments were surrounded and two companies sent from Tusi were ambushed and lost twelve killed and many wounded.

## CHINESE TELEGRAMS.

### ANOTHER ACUTE SITUATION.

#### TROOPS DISPATCHED TO EASTERN PROVINCES.

The newly appointed Viceroy of the Three Eastern Provinces has requested the Throne to dispatch several divisions of troops to the Eastern Provinces, as the Japanese soldiers have been provoking the Chinese for an encounter, and the Chinese soldiers stationed in the Eastern Provinces are not sufficiently strong to cope with the situation.

An Imperial decree has been issued complying with the Viceroy's request.

### Recent Conflicts.

[("SHUN PO" SERVICE.)]

Peking, April 26.

The Board of Foreign Affairs has telegraphed to the Chinese Diplomatic Commissioner at Feng-tien, in Manchuria to investigate the recent conflicts between the Chinese police and the Japanese soldiers.

### Viceroy Congratulated.

[("SHAT PO" SERVICE.)]

Peking, April 26.

A number of officials called on the newly appointed Viceroy of the Three Eastern Provinces and offered him congratulations. The Viceroy said that the Eastern Provinces are in a critical situation, and they ought not to come to congratulate him. His demeanour was very touching.

### Japanese Troops Increased.

[("SHUN PO" SERVICE.)]

Peking, April 26.

On hearing the news that the Japanese have increased the number of soldiers stationed in Manchuria, the Prince Regent is very anxious.

Yesterday the Prince Regent received in audience the Chinese

## CHINESE TELEGRAMS.

Minister to Japan and questioned him as to the object of the Japanese government in increasing the number of soldiers in Manchuria, and also asked him as to the attitude of the Japanese government in dealing with the question of those of the Korean people who wanted to become Chinese subjects.

### Minister's Return to Japan.

[("SHUN PO" SERVICE.)]

Peking, April 26.

The return of the Chinese Minister to Japan has created a great interest among the Foreign Ministers in Peking, and they are trying to find out the object of his return.

### BRITISH TROOPS ADVANCE.

[("SHAT PO" SERVICE.)]

Peking, April 26.

The Viceroy of Sze-chwan has telegraphed to Peking stating that the British troops have advanced to Patong, in Sze-chwan, and he asked for instructions.

### CHINA'S FORTS.

#### BETTER GUNS USED.

[("SHUN PO" SERVICE.)]

Peking, April 26.

The President of the Army Board has issued a general instruction to have all the latest quick-firing guns fitted in all the important forts and posts in China.

### PEKING AMENITIES.

[("SHAT PO" SERVICE.)]

Peking, April 26.

The wife of the American Minister in Peking will give a dinner party in honour of the wife of the Prince Regent.

Last night, at a concert at the Y.M.C.A., His Excellency the Governor presented prizes to the winners of a billiard handicap, run in connection with that institution. The recipients were:—1, Mr. R. C. Barlow; 2, Mr. A. T. Hamilton; 3, Mr. A. Watson.

## AMERICAN NEWS.

[VIA MANILA.]

Washington, April 22.—At the instance of Speaker Osmena of the Philippine Assembly, Resident Commissioner Manuel Quezon has tendered an invitation to Speaker Champ Clark, Representative Oscar Underwood, chairman of the ways and means committee, and several other democratic prominent in the new Congress, to visit the Philippine Islands in a body after the adjournment of the present session. No announcement has been made as to whether or not the invitation of the commissioner will be accepted, although it is generally conceded that the new congress will take an active interest in Philippine matters, and will probably send a delegation to the islands in the near future.

Washington, April 22.—Representative James Hay of Virginia introduced a resolution in the house to-day authorizing the secretary of war to lease to private individuals the government's coal properties on the island of Batan.

Washington, April 22.—The House to-day passed the Canadian reciprocity bill, which modifies existing tariff regulations to conform to the proposed Canadian treaty. The bill now goes to the Senate, and will in all probability be taken up by that body early next week. President Taft is bending every energy to get favourable consideration for the bill in the senate, but the protectionists are also lining up for battle, which indicates that the bill will not become a law without a struggle. One argument which will be used in the Senate is that a large class of the Canadians themselves are bitterly opposed to the bill.

Washington, April 21.—General Madero, head of the revolutionary government in Mexico, has followed his ultimatum calling for the resignation of President Diaz as a preliminary condition to negotiations for peace with another condition. He demands that Juarez be evacuated and handed over to his forces before peace commissioners are named. The Mexican government has taken the demand under advisement.

### ROUND THE WORLD FOR A BET.

Messrs. Louis P. Hess and William P. O'Connor, who for the past eight months have been working their way around the world on a bet of \$4,800 with the "Rocky Mountain News," that they could complete a tour around the world in 18 months, starting from Denver without a penny in their pockets, left Manila on the S.S. Hallamshire to complete the terms of their wager.

These two venturesome printers left Denver for San Francisco July 28 making their way as best they could as tramps to San Francisco. From there they worked their way to Shanghai on the Bessie Dollar, touching Japan enroute. Securing employment in Shanghai they remained there long enough to earn passage money to Hongkong and Manila. During their stay in Manila they have been working for the bureau of printing and have saved enough from their earnings to carry them partly through Europe.

### LADY SASSOON'S DEATH.

Bombay, April 3rd.—The death occurred at Poona this morning of Lady Sassoon, wife of Sir Jacob Sassoon Bart. She had been an invalid for years. Several specialists came out from Europe to cure her of paralysis. She succumbed to an attack of bronchitis at eight this morning. She was well known for her charitable disposition and was specially interested in Sassoon Hospital, Poona. The body will be removed to Bombay. Sir Jacob is away in Germany undergoing an operation for his sight.

## INDIAN NEWS.

During the week ending March 25th, 45,251 seizures and 39,380 deaths from plague in India were reported.

Karachi, March 30th.—During the week ending the 27th instant six lakhs five thousand six hundred ninety-eight cwts. of wheat were exported from Karachi, bringing the total export since January 1st up to thirty-seven lakhs seventy-nine thousand three hundred and eleven cwts. as against nineteen lakhs thirty-three thousand eight hundred and sixty cwts. during the corresponding period of 1910.

Karachi, March 30th.—The freight market during the week has been steady and rates have recovered the drop of 6d. advised last week. About 8,500 tons have been booked on the berth during the week and a line of 5,000 tons for Antwerp was arranged in London at 15s. 6d. April shipment. The weather and crop reports from up-country continue good.

Bombay, March 30th.—Orders have been received from Whitehall for the despatch of an expedition from India to the Persian Gulf to suppress the gun-running traffic. In Bombay the utmost activity prevails, both in the Government Dockyard and at the Brigade Headquarters.

Bombay, April 5th.—Mr. Sidney R. Thomas, a European aged thirty-six years, residing in a boarding house at Byculla committed suicide by shooting himself with a Browning pistol at about three this morning.

He was found dead in an arm chair in his room with a wound on the forehead. Mr. Malone, who was staying in the house said that he found two letters addressed to him by the deceased, one was dated March 25th and the other April 4th. In the former the deceased regarding his affairs and in the latter the deceased's wife's address in Kent. The jury returned the verdict that the deceased committed suicide by shooting himself while temporarily insane. It was stated at the inquest that the accused used to drink at times and had been behaving strangely. The man's wife is in England.

In the Chief Court, of Lower Burma, a divorce suit has been preferred by Mrs. Florence Isabel Masson (late of the Bandmann Opera Company) against her husband Mr. Michael Masson. The hearing has been fixed for May 2nd.

Bombay, March 30th.—The following official communication was published to-day:—It is understood that His Majesty the King Emperor will reach Bombay on December 2nd and will leave on the evening of the 4th idem.

### PHILHARMONIC CONCERT.

The following is the programme of the Philharmonic Concert to be given in the City Hall to-morrow evening at 8.15 p.m.:—Part 1, Liebestraum, F. von Blon, the orchestra; song, "Le baiser" Goring Thomas, Mrs. Schofield; allegro (Sonata for violin and piano), Cesar Franck, Mr. Timmerscheidt and Mr. Dunnonberg; duett, "Nocturno," Chaminado, Dr. and Mrs. Schofield; presto and finale for piano and orchestra, Mendelssohn, Mr. Dunnon Fuller.

Part 2, Cantata, "The ancient Mariner," Barnett, soloists, Mrs. Stainer, Mrs. Goldsmith, Mr. S. Moore, Mr. F. Austin, chorus and orchestra of 80 performers.

The booking plan is to be seen at Messrs. Lane and Crawford's.

### POLICE COURT.

Two post-men, Nos. 22 and 41, were charged this morning with behaving in an indecent manner in Cochrane Street and using abusive language.

P. O. Healy 84 prosecuted while Mr. J. H. Gardiner defended. The cases were remanded till Monday afternoon, at 2.15 p.m.

## MISSIONARIES IN CHINA.

The "Daily Telegraph" correspondent at St. Petersburg, dealing with the Russo-Chinese difficulty, says:—

This tea trade dispute appears superlatively petty, and would be so were it only what it seems but the fact is that it signifies a revival of the system of native monopolies, which in the forties of last century almost drove foreign commerce out of China. And the Russian Government possesses adequate evidence for affirming that other trade monopolies are now in process of formation, so that unless the abuse be uprooted at the outset it will spread to the detriment of all foreign nations.

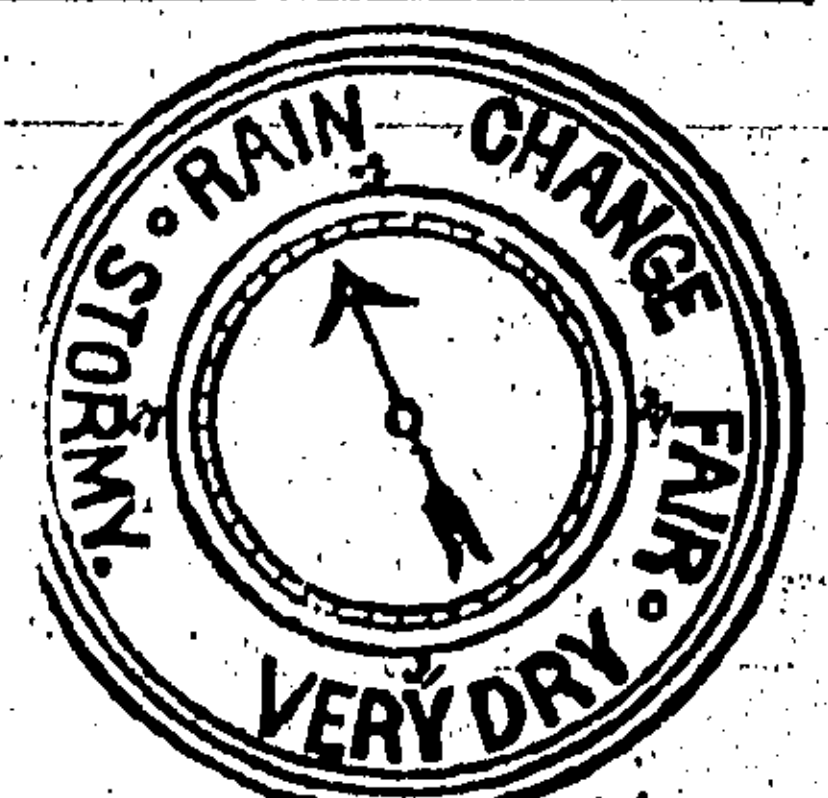
Of course, we went to war in the forties because China, being a whole-hog Protectionist, refused to trade with foreigners. Now, being more civilised, she desires to follow the trend of events in the western world, and she is to be punished for doing so. Will Russia and Germany have a casus belli for Birmingham mandarinism succeed in imposing their Protectionist policy on this country? Why should not the same sauce be used for the Birmingham goose as for the Peking gander? East and West the trusts are the same. The Heavens Chinese can teach the West everything that is to be made out of Protection.

The "Morning Post," in an article on Chinese Christian Missionaries, is just as illuminating as the "Daily Telegraph":—

The Western Powers are determined to obtain the world for their markets, and are vainly to have an intercourse on all the peoples of the earth. Does any had been absolutely excluded from China Western nations would have acquiesced in her permanent isolation?

The "Morning Post's" religious principles seem to be on a par with its economic. What sickening hypocrisy! A journal that wants free trade within our Empire and the foreigner shut out by tariffs condemns the heathen but protectionist Chinese for the same desire! I suppose if the Chinese said he would put a duty of a million percent on foreign goods the "Morning Post" would hail him as a convert to Christianity. —"Truth."

### The Weather Forecast.



On the 27th at 12.05 a.—The depression lying over the N. part of the Sea of Japan yesterday, is moving into the Pacific.

Pressure has increased moderately over Japan, and given away quickly over the Yangtze valley. A depression is probably forming over the latter area.

The highest pressure is shown over the E. coast of China.

Fresh E. winds and squally weather may be expected over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.36 inches.

### Forecast District.

1.—Hongkong and Neighbourhood, E. winds, fresh; squally, some rain.

2.—Formosa Channel, E. winds, moderate.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.



## Banks.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000.  
RESERVE FUNDS:  
Reserve \$1,000,000 at 2%.....15,000,000  
Silver.....15,000,000  
\$31,000,000  
RESERVE LIABILITY OF PRO.  
PHILIPPINES.....\$15,000,000

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For the Hongkong and Shanghai Banking Corporation,  
N. J. STABH, Chief Manager.

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On Fixed Deposits for 12 months, 4 per cent.  
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On Fixed Deposits for 3 months, 3 per cent.  
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For 12 months 4 per cent. per annum.  
For 6 " 3 1/2 " "  
For 3 " 3 " "

GEO. HOGG,  
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No. 8, Queen's Road Central,  
Hongkong, 20th Feb. 1911. [19]

## Banks.

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CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000

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Hongkong, 16th Mar. 1911. [2]

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SIMILA..... About  
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E. A. HEWETT,  
Superintendent.

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KOBE & YOKOHAMA  
PRINZ SIGISMUND..... About TUESDAY,  
Capt. D. Lenz 2nd May.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN  
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Capt. F. v. Benzler 3rd May,  
(T. 18,300) at Noon.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA  
"BULO"..... About WEDNESDAY,  
Capt. H. Fortnes 3rd May,  
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Hongkong, 25th April, 1911. [7]

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Hongkong 22nd July, 1910. [27]

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ESTABLISHED 1864.

Hongkong, 16th January, 1911. [2]

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Hongkong, 20th April, 1911. [197]

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NOTICE.

BY PERMISSION, an Address will be presented from the Premises of HONGKONG and SOUTH CHINA to HIS MAJESTY KING GEORGE V. on the occasion of his Coronation.

Signature Sheets have been sent to the several Lodges of the District. Any Brother not being on the Roll of one of the said Lodges and who is desirous of signing the Address may do so by applying to Messrs. Kelly and Walsh Ltd. or at the Masonic Hall on or before FRIDAY next 28th inst.

Hongkong, 26th April, 1911. [1085]

SHOW ROOM AND STORE at the Premises formerly occupied by A. ONCE & CO.

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Hongkong, 1st Jan. 1910. [111]

## CHOLERA IN SIAM.

## THE DISEASE POSSIBLY DUE TO FISH POISONING.

In a recent issue, the "Siam Observer" offers some observations upon the possible cause of the periodical prevalence of cholera in Bangkok. It says:—The fact that cases of cholera occur during the months of November, December and January, when the climatic conditions are simply ideal and when the rivers and canals are full of rain-water from the mountains of the North, would seem to point to these causes being caused by the consumption of fish carrying some kind of poison in their system at that time of the year. It is now well recognised that some kinds of fish in Europe cause serious illness when eaten during certain months of the year and we believe there is a public notification warning people against eating these different kinds of fish. This is essentially a fish-eating country and cholera, at a time when the drinking water is of the best and when fresh and salt water fish are plentiful, must be traceable to the staple food of the people. The cases of illness amongst members of the European community at the beginning of the year, after a dinner in which there was a fish salad, would seem to point to fish poisoning. There were different degrees of illness. In some instances the sickness developed into cholera and unfortunately ended fatally in two cases, while in the other instances there was no internal illness but severe external eruptions.

We think it is clear that the bad effects in this instance were the result of partaking of fish, which though quite sound, to all external appearance must have been impregnated with poison. It may be quite possible that nature provides some fish with a kind of poison, perhaps during the time of spawning, as a means of protection. We think that this is a subject which the authorities might well take in hand if only at first with the preliminary object of collecting statistics and appointing a medical commission to consider the matter in its relation to the health of the people.

## ANCIENT RECORD OF THE FLOOD.

WRITTEN ON CLAY FOUR THOUSAND YEARS AGO.

The discovery of a tablet on which was written part of a Babylonian account of the Flood formed the subject of a very interesting lecture at the Victoria Institute, London.

The tablet was discovered by Herr Hilprecht in a low stratum in what was known as Tablet Hill, at Niffer. This place is identified with Calneh, one of Nimrod's cities. On both sides there had been writing, but this was only decipherable on one side. According to expert opinion, it belonged to the period between 2137 B.C. and 2005 B.C., and in all there were portions of fourteen lines of writing.

Nevertheless, on this slimy fragment of clay there were written words of intense interest and importance. Pieced together, with the obliterated words supplied, a free translation would run thus:—

"(On the day) of my descent (?), (which I have announced to) thee, I will loosen (the) confines of heaven and earth. I will make a flood, and it shall sweep away all men together; (but seek thou life) before the deluge cometh forth; (for over all living things), as many as there are, I will bring overthrow, destruction, annihilation. Build a great ship, and let its structure be (as one which is) all divisions (as for) that (ship), let it be a house-boat carrying what has been saved of life. Cover (it) with a strong deck. (The ship which) thou shalt make, (enter into it and bring therein every) beast of the field (and) bird of the heavens—(all of them) instead of the number (which I have fixed), and (thou shalt bring therein) thy family."

If we had wished, said the lecturer, to choose the portion of such a record, that we would like to have preserved, it was just this part, imperfect though it was. There was no doubt that this text of the Flood contained a goodly number of parallels with the version in Genesis.



Canton, April 26.

# Hungry



## Intimations.

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and print the news without fear or  
favour.

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A. B. C. 5th edition  
Western Union.

## BIRTH.

Wright.—March 23, at King-  
ston-on-Thames, wife of A. E.  
Wright, F.L.I., P.W.D., Hong-  
kong, son.

## DEATH.

At the ITALIAN CONVENT on  
the 26th inst. at 6.30 p.m. GOLDINA  
BLUMENTHAL, aged 6 months and 3  
days, daughter of Mr. & Mrs. N.  
BLUMENTHAL.  
Hongkong, 27th April, 1911. [1985]

## THE

**Hongkong Telegraph**

HONGKONG, THURSDAY, APRIL 27, 1911.

## COMMERCE DESTROYERS.

The Imperial Maritime League,  
which is doing much good work  
in the way of drawing attention  
to the problem of national de-  
fence, throws light in a recent  
publication on a side of the Navy  
question that is not generally  
known. One of the great duties  
that will fall to the lot of the  
Navy in time of war is the pro-  
tection of our sea-borne com-  
merce, and the League declares  
that we are far too weak in  
commerce-protecting cruisers, be-  
cause Germany has declared her  
intention to convert any of her  
merchantmen into ships of war.

on the high seas, whenever  
hostilities break out, without  
any notification of the vessels  
to be so employed. Consider  
for a moment what this means.  
British merchantmen are some-  
where, not in the immediate  
vicinity of their own warships—  
let us say they are in the Indian  
Ocean, or the North China sea—  
when without a moment's warning  
the German vessel with whom  
they had but then been in friendly  
rivalry becomes a war vessel and  
captures or sinks them. A para-  
lysing blow might be struck to  
British maritime trade in this way.  
It means also that there are all  
over the seas of the world at this  
moment potential enemies ready  
to prey upon British sea-borne  
trade. This again means an enor-  
mous rise in the price of food  
in the United Kingdom, and ac-  
cording to the League the proba-  
bility of such a rise will be vastly  
increased should the Declaration of  
London finally be ratified, for in  
that case all neutral vessels carry-  
ing food or other conditional con-  
tributand to our ports will be ex-  
posed on the high seas to the  
same risk of capture or sinking as  
will naturally affect British mar-  
chantmen. Starvation at home  
and in many Colonies would be  
the inevitable result.

Germany is perfectly within  
her rights in converting her  
merchantmen into ships of war,  
such a step will however,  
add enormously to the horrors  
of war. Our own merchantmen  
would be in worse case than were  
their predecessors in the good  
old days of the privateer and the  
pirate, while under the Declara-  
tion of London our neutrals would  
be so only in name, or rather in  
so far that they might not re-  
taliate. The whole world would  
be alienated from us under such  
conditions unless indeed the  
friendship of our allies was so  
strong to the effect, that they  
would go to war with the power  
that seized their ships carrying  
food to us. And this would be  
the signal for Armageddon.

HONGKONG DAY  
BY DAY.

H. M. S. Monmouth leaves for  
Mira Bay on Saturday, and on  
Wednesday next proceeds to  
Wei-hai-wei.

The King has been pleased to  
approve of Mr. Johan Erik Fwold  
Hultman as Consul-General of  
Sweden for the Colony of Hong-  
kong.

Early this week, says "The  
Statist," on March 18, the silver  
market became very firm on buy-  
ing for China and the price  
advanced from 24 5/10d. to  
24 1/2d.

Second Lieutenant H. R. B. H.  
Irwin, from the unattached list  
of the Indian Army, has been posted  
to the 15th Mahratta Light Infan-  
try, at Hongkong.

A Chinaman named Man Wah  
Kee was fined £50 or three  
months' imprisonment at Liver-  
pool on 21st ult., for keeping a  
gaming house. Ten other Chin-  
amen found on the premises when  
the police raided them, were  
bound over.

Good prices were obtained for  
the contents of Green Park House,  
the residence of Mr. Ballois, at the  
sale conducted by Messrs.  
Waring and Gillow, a total of  
£3,708 being realised. A gold  
lacquer open Japanese cabinet,  
decorated in numerous colour lac-  
es and metal, fetched £200.

At the monthly meeting of the  
Society for the Propagation of the  
Gospel, held at the Society's  
House on 17th ult., the acting  
secretary, the Rev. E. P.  
Skotchley, reported that Bishop  
Montgomery was expected home  
after his visits to the Missions of  
the Far East. His speech in the  
Albert Hall on May 12 would be  
the prominent feature of the  
Society's anniversary.

Two cases of plague were re-  
ported during the day ending  
noon, 27th.

A benefit performance will be  
given at the Bijou Theatre to-  
morrow night for Miss Vera  
Ferraro.

The Boys' Own Club athletic  
sports will take place on the 24th  
of May, "Empire Day," at the  
Raco Course, Happy Valley.

A motor car yesterday, about  
5.45 p.m., knocked down a  
Chinese boy in D'Agular Street.  
Fortunately the boy escaped with  
a few bruises.

The Bandman Opera Com-  
pany, who have made a very  
successful stay in Hongkong,  
leave by the Delta for Shanghai  
to-day.

With reference to the program-  
me of Indian reliefs, 1910-11, it  
is notified that the departure of  
the R.M.S. "Hardinge" from  
India originally arranged to take  
place on the 19th inst., has been  
postponed.

The Chinese Consul-General  
in Canada has taken a census of  
the Chinese residents in that  
British Dominion, and found  
that only 2 per cent among 25,000  
Chinese are merchants and the  
rest labourers.

The annual race for the Brown  
challenge cup will take place at 5  
p.m. on Saturday, April 29th.  
Course—From Corinthian Yacht  
Club to Fenwick's New Wharf.  
Judges—Lieut. Paris, R.G.A.,  
and Mr. Thornhill.

A fire broke out in No. 101 Main  
Street, Shaikwan East at 6.45  
yesterday morning. The Shan-  
kwan Brigade was immediately  
on the spot, and started to ex-  
tinguish the fire. No. 101 was  
practically gutted, and No. 99  
was damaged by water. The loss  
amounts to \$1,400.

The heavy gun from the  
Citadel Battery, Dover, which  
has at length been embarked in a  
barge for Woolwich. The great  
gun was stranded because the  
railway company refused to allow  
it to be taken across the Priory  
bridge, but all difficulties have  
at length been overcome.

The Admiralty has ordered a  
week's extra leave to be granted  
to the crew of the surveying ship  
"Merlin," who will be returning  
to England from Hongkong in the  
cruiser "Pelorus." This conces-  
sion is made in consideration of  
their arduous duties during their  
two years' commission in Far  
Eastern waters.

The first collision on record be-  
tween a submarine boat of the  
United States Navy and a mer-  
chant vessel occurred before day-  
break last week, when the sub-  
marine Shark rammed and sank  
the 80-ton lorcha Opon, owned by  
Urrutia and Company, off  
Cape Santiago, about 150 miles  
south of Manila.

An address will be presented  
from the Freemasons of Hong-  
kong and South China to His  
Majesty King George V. on the  
occasion of his Coronation.  
Signature sheets have been sent  
to the several Lodges of the  
district already. Any Brother not  
on the roll should apply to Messrs  
Kally and Walsh, Ltd., or at the  
Masonic Hall, before Saturday.

From what can be learned it  
seems that the authorities are  
making every effort to secure the  
arrest and trial of the two men J.  
A. B. Ezra and S. Moon who are  
wanted in connection with the al-  
leged opium fraud, in Shanghai.  
It may be remembered that a  
complaint was made against them  
of having defrauded Chinese mer-  
chants to the extent of about £16.  
80,000 by means of false delivery  
orders for opium, and that war-  
rants were issued for their arrest.  
They are traced to Japan, and  
from there that they were sup-  
posed to have embarked for  
America. It is understood that  
the steamers on which they are  
travelling touches Honolulu, and  
it is reported that extradition pro-  
ceedings will be commenced there.

A BANKRUPT'S BOOKS.  
SERIOUS ALLEGATIONS OF  
FALSIFICATION.

The Chief Justice and a jury  
continued the hearing this morn-  
ing of the case brought against  
Lam Chung. It will be remem-  
bered that he was charged on four  
counts of falsification of books  
with intent to defraud his credi-  
tors, and a fifth, that his assets  
did not amount to 25 per cent of  
his liabilities. Mr. Alabaster, acting  
Attorney General, prosecuted on  
behalf of the Crown and Mr. Potter  
defended.

After some interposed evidence  
as to the payment of \$1,000 by  
the International Bank, Mr. Potter  
continued his cross examination  
of Mr. Fletcher, deputy official  
receiver.

In reply to a question,  
the witness said he thought  
the prisoner's cash book  
had been destroyed and prisoner  
had tried to compile another from  
the ledger. His reason for this  
was that in many instances, where  
the ledger was right, the cashbook  
was wrong. This could not have  
been the case if the ledger had  
been compiled from the cashbook  
in the ordinary way.

Mr. Potter—What you have  
said is that the prisoner has falsi-  
fied his books; has created new  
ones in order to conceal his  
affairs?—I think he has.

Pause a moment. You have  
not charged him with making new  
books in order to conceal his  
affairs?—The official receiver has  
to take the course advised by the  
attorney general.

The Chief Justice—It is not  
Mr. Fletcher at all.

Mr. Potter—As a matter of fact,  
did you not draw up the charge  
which was made at the police  
court?—I helped to draw them  
up.

Why did you not charge the  
man with falsifying his books?—  
There are a number of charges and  
the fifth is very comprehensive.  
If he has been dishonest he will  
be punished for that.

You will drop the serious  
charge of falsifying books?—It was  
never made.

That the entry of interest in the  
Fuk Ling Jung account had  
been corrected.

Lung How Chang, a creditor,  
said he had examined defendant's  
books and found a great many  
mistakes and corrections. A  
great amount of detailed evidence  
regarding various entries was  
adduced by Mr. Alabaster.

In answer to Mr. Potter the  
Chief Justice intimated his inten-  
tion of sitting in the case to-  
morrow morning.

Cross examined by Mr. Potter  
witness said other creditors  
too were willing to prosecute de-  
fendant.

Mr. Potter—Do you make  
alterations in your books. Yes,  
but not in the same way.—  
Am I right in understanding  
that someone deliberately made  
a false entry?—Well, he altered  
the ledger to correspond with the  
cash book.—Look at the cash  
book; you will see that the entry  
in the ledger does not correspond  
with the cash book.—Well, the  
only thing that does not agree is  
one thing says "cheque" and the  
other "goods."—Does the date  
differ? Oh well all accounts  
vary more or less a few days  
(laughter).—In your opinion  
there is not much difference be-  
tween the cash book and ledger?—  
Well they vary a few days but not  
so much as in the case in question.

## LOG BOOK.

A few days ago the Captain of  
the German steamer "Wisma,"  
on arrival at Cochin, reported to  
the port officer that one of the  
crew, a German, fell overboard,  
being knocked down by a sling,  
and that all efforts to save him  
were unsuccessful, as he sank  
immediately after he fell. It is  
thought that he dashed his head  
against a lighter that was along-  
side the vessel.

## TYPHOON WARNING.

The telegram quoted below  
was received at the American  
Consulate General, Hongkong,  
from the Manila Observatory at  
12.40 p.m.:

Manila, April 27th, 11.40 a.m.  
Low pressure area over northern  
part China sea. A typhoon may  
develop in it to the E.N.E. or  
N.E. of Paracels.

CHINESE IN LIVERPOOL.  
IMPORTANT STATEMENT IN  
PARLIAMENT.

It was the other day that it was  
stated that the Rt. Hon. Winston  
Churchill has announced in the  
House of Commons that the ques-  
tion of Chinese immigration to  
Liverpool is engaging the atten-  
tion of the Home Office.

Steps which may be necessary  
in order to deal with this question  
are now being considered.

## CHINESE IN ENGLAND.

The following conveys an idea  
of the grounds upon which the  
agitation against the Chinese  
slummers are based:—

Approach the subject from any  
point of view, and it will be found  
that the cry of those who volun-  
tarily declare that the immigra-  
tion of Chinese constitutes a grave  
menace is certainly worth atten-  
tion. Until comparatively recently  
there were few people who under-  
stood what a Chinese laundry  
really meant. We had had no  
experience of such establishments.  
Far removed from China, we were  
not troubled by John Chinaman.  
Contentedly we regarded him as a  
good business man who stayed in  
his own country, or, at any rate,  
didn't trouble us, and was an  
upright dealer.

We welcomed those laundries.  
They were novelties, and we were  
pleased to be flattered by the  
enterprise and the picturesque-  
ness suggested. Ungrudging support  
was given to them, and since then  
they have multiplied amazingly.  
In the Liverpool district alone  
there are now well over a hundred,  
and it is very seldom you find one  
having to be closed through lack  
of public support. At every other  
big port, such as London, Glasgow,  
and Cardiff, a similar state of  
things has taken place, in addition  
to the opening of laundries far re-  
moved from the shipping centres.

The business became so pro-  
pious that the Chinamen were  
able to send out to "cousins," of  
whom every Chinaman has a large  
number and pay their passage  
money for the trip from China.

This money is refunded by the  
newcomers by working for nothing  
but their food for a certain num-  
ber of days.

Colonies have sprung up, busi-  
nesses are being constructed on a  
firm foundation, and many evils  
have arisen, with the result that  
protests are numerous and public  
feeling outraged.

THE CHINESE AND WHITE  
WOMEN.

The most conspicuous evil  
which has arisen through the  
formation of these colonies is the  
attention which the inhabitants  
have paid to white women. The  
Chinese who are here are nearly  
all from the Canton province.  
They are of a very low class, and  
cannot be called colonists in the  
sense we apply the description to  
the English, for instance, who  
emigrate to Canada. A Chin-  
aman coming to this country does  
not bring his women folk with  
him; he comes here alone, simply to  
make money, and having done  
that, to go home to China, where  
every true Chinaman feels he  
ought to end his days.

The danger can be seen at once.  
Here is a man who has in him the  
irreducible notions of his own  
country—notions which permit  
him to regard polygamy as a  
perfectly natural thing, and to  
commit flagrant immoralities. Is  
it to be wondered at that white  
women have for him a special  
fascination, and that whenever he  
gets the chance he will gratify  
every desire? In that you find  
the reason for his abominable  
conduct towards young girls.  
Destitute of good morals he acts  
shamelessly, but nearly always  
manages, by his natural craftiness,  
to avoid the consequences.

Marriages between Chinese and  
English women are now very  
common events and it is surprising  
to see how anxious the latter are  
to justify their action. It is quite  
true that the Chinaman as a rule  
treats his white wife kindly, but  
that is only part of his plan.  
What of his other wife, or wives,  
in China? What about the time  
when he returns to his own  
country? If he goes alone, his  
wife in England has no redress;  
if she goes with him, her eyes  
are soon opened and her position  
made apparent by his real wife.  
It is a striking thing, too, that  
once a white woman has lived  
with a Chinaman, she will have  
nothing further to do with her  
own countrymen.

If this danger exists, when the  
Chinese colonies are in their in-  
fancy, what may be expected when  
they develop?

The London Chinese quarter  
so far is small, but Liverpool's is  
very marked and ever increasing.  
In every way we are helping it  
along by our inactivity.

## WAKE UP, ENGLAND?

It is a very striking fact that in  
Liverpool including Birkenhead,  
where the resident Chinamen  
number at least a thousand,  
and are catered for at shops  
run by natives—a Chinese farm  
has recently been established on  
the outskirts of the city. It is in-  
tended through this agency to  
supply the needs of the local col-  
onies in the way of foodstuffs, but  
there is no guarantee that before  
long they will not be selling  
goods in keen competition to local  
farmers. So far the public locally  
is unaware of this fact, but I have  
no doubt it represents a big ex-  
pansion of Chinese effort.

The remedy for the encroach-  
ments now being made is not an  
easy one, but by means of a  
stricter Aliens Act much can be  
done. At the present time a  
party of nineteen Chinamen  
can land in this country  
without the slightest ques-  
tion being asked. They may be  
desperate criminals that their  
own empire is glad to be rid of;  
they may be absolutely destitute  
—but we stand by and say,  
"Welcome."

The Aliens Act applies to  
parties of not less than twenty,  
and John Chinaman is quite well  
aware of the fact, and he takes  
advantage of it.

Is it not time that something  
was done?—Penny Illustrated  
Paper, March 4.

## LLOYD'S REGISTER.

VESSELS LOST IN QUARTER  
ENDING DECEMBER 31.

We have received a copy of  
"Lloyd's Register of British and  
Foreign Shipping," showing the  
returns of vessels totally lost, &c.,  
during the quarter ending Decem-  
ber 31 last.

The total number is 104, the  
total tonnage, 189,634. Great  
Britain and her Colonies had  
about twenty million tons,  
America coming next with nearly  
three million tons. Germany  
had nearly five million tons.

Great Britain and Spain had  
the greatest number of steamers  
wrecked, namely eighteen and  
six. Other countries lost little in  
this way. Two British steam-  
ships were abandoned at sea dur-  
ing the period. No other country  
lost a steamship in this way.

With missing ships Germany  
heads the list with five. But  
these figures do not take account  
of the per centage. This shows  
that the greatest loss was suffered  
by Russia (1.57 per cent.) and  
France and Norway (69 per cent.  
each). Then comes Germany  
(66 per cent.). Great Britain  
follows Italy, America, Denmark,  
and Japan.

As regards sailing vessels the  
percentages are in much the same  
order.

## COMMERCIAL.

## SINGAPORE SHARES.

Messrs. Fraser's share circular  
on the 20th reads:—Business  
has again been on a very limited  
scale, owing partly, however, to  
the Easter Holidays, which have  
occupied most of the week un-  
der review. The demand for  
some Mining shares has con-  
tinued, but Rubber and In-  
dustrials are quiet.

Rubber:—Sonsfield have been  
done during the week at 40.2a.6d,  
Highlands 25.8s.4.1-2d, Lan-  
dron Subscribers 25s, Jagra Lands  
45s and 45s 6d, Bortans 6s 9d,  
Merlimatus 5s 3d, and 5s 1.1-2d,  
Merlimau Options 3s 1.1-2d and  
3s, Singapore Paras 6s, Pelepal  
Valleys 4s 5d, and Singapore  
United 5.1 premium, Singapore  
and Johore have changed hands  
at 112 to 111.25, Pajamas  
\$11.75, Changkat Sordangs  
\$6.25, Ayer Panas \$5 and  
\$5.10, Malakoff \$1.80 and  
\$1.75, Ayer Moleks \$1.70 and  
Glenonly \$1.70 to \$1.75,  
Pantais \$1.20, Trafalgar \$1.00,  
United Singapore \$1.32 1-2,  
Bukit K. B. 70 cents, Nynillas  
40 cents, and Sandycrofts \$23.

Mining:—A large business has  
been done in Tronchs round \$20  
ex. div. Belats and Kuantans are  
wanted at quotations and a few  
Bruahs and Brungs are on offer.  
General:—Quotations in this  
section are practically unchanged  
with little business doing.

SPECIAL  
TELEGRAMS.

## YUCHUANPU LOAN.

## JAPANESE PUBLIC

## EAGERLY SUBSCRIBE.

("INDEPENDENT NEWS" AGENCY.)

Tokio, April 27.

The Yokohama Specie Bank's

loan to the Yuchuanpu, (Chinese

Board of Posts and Communica-

tions), has been most successfully

issued. Public applications for

subscriptions are numerous and

ongoing.

A very large amount of the loan

has been subscribed by English

financiers, whose applications

were in hand long before the date

of issue.

Of these applications five

million yen has been accepted.

## TRADE COMMISSIONERS.

## AMERICA APPOINTS THREE

## NEW OFFICIALS.

("INDEPENDENT NEWS" AGENCY.)

Tokio, April 27.

The United States has appoint-

ed three new commercial com-

missioners, and one of these has

been despatched to Japan to study

conditions governing the export

trade here.

## FAR EAST NAVAL

## ESTIMATES.

## PRINCIPAL ITEMS OF HONG-

## KONG'S EXPENDITURE.

Under the naval estimates for  
the Far East including Hong-  
kong, the total estimate for quar-  
ters for dockyard foremen and lead-  
ing men is £4,900 (reduced from  
£4,900). For this work £5,900  
has already been voted, including  
re-votes. The probable expendi-  
ture up to March 31st 1911 will  
have been £3,500 and £500 will be  
allowed for renovation or part  
renovation in 1911-12.

The total estimate for dock-  
yard machinery is £200, and  
£21,000 for the oil store to be  
renovated or partly renovated.

Under the heading of "Accom-  
modation for Submarines" £3,000  
has been voted, the estimate  
working out at £400 in excess of  
this sum.

The total estimate for the Coal-  
ing Depot (Kowloon coal sheds) is  
£14,000, of which £2,000 has al-  
ready been voted. The original  
estimate was £18,000. The prob-  
able expenditure to March 31st  
this year will have been £7,000.  
£7,000 will be voted in 1911-12.  
The Kowloon breakwater is esti-  
mated to cost £27,000, of which  
£5,000 will be voted during 1911-  
12.

The transfer of victualling yard  
from Hongkong to Kowloon is cal-  
culated to cost £14,000. The or-  
iginal calculation was £15,000 and  
£10,000 has already been voted.  
The probable expenditure to  
March 31st this year will have  
been £10,000. During 1910-11  
£4,000 will be voted, and the total  
to be voted during 1910-11 will  
be £25,250.

The French Mail of the 28th  
March was delivered in London.



## LEGISLATIVE COUNCIL.

## THIS AFTERNOON MEETING.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. His Excellency the Governor, Sir Frederick Lugard, presided. There were also present:—

Hon. Mr. C. Clementi (Colonial Secretary).

Hon. Mr. C. G. Alabaster (Attorney-General).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. W. Chatham, O.M.G. (Director of Public Works).

Hon. Mr. A. W. Brewin (Registrar-General).

Hon. Capt. W. Lyons (Capt. Supt. of Police).

Hon. Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. H. E. Pollock, K.C.

Hon. Mr. E. A. Hewitt.

Hon. Mr. H. Kewick.

Hon. Mr. C. Montague Ede.

Mr. H. H. Crofton (Clerk of Councils).

The minutes of the last meeting were read and confirmed.

## NEW MEMBER.

Before the business of the agenda was commenced Mr. C. Montague Ede took the oath as a member of Council in place of Hon. Mr. E. Osborne, who has left for home.

The Colonial Secretary said he requested the permission of the Council to resume the discussion of the resolution which was down in the council's orders for the day. It would be remembered that it was a recommendation that the sum of \$412,501.50 should be advanced to the railway during the current year for the construction of Kowloon-Canton railway. He looked forward confidently to the support of hon. members to pass the resolution because it covered the cost of completion and of constructing the Fanning branch and the construction of additional rolling stock, and was a saving of \$74,566.11 on the estimate presented to the council and accepted without demur when it was brought up in April of last year. It would be unnecessary for him to refer to the remarks made at the last meeting by the hon. member who represented the Chamber of Commerce, who said he doubted whether there were other railways except one or two, in South America, which had cost so much money. He, the hon. member, remarked that the British section of the line was run over simple ground, and made the statement that it was not necessary for a railway of only 22 miles to have two repair workshops and two large staffs. He, the speaker, could not allow, so many mis-statements to be made without the least protest, and on the question of workshops he would draw the hon. member's attention to a letter which appeared in the "Hongkong Telegraph."

After quoting the letter at some length the speaker congratulated the writer of the letter, and pointed out that it would be impracticable to transport engines and rolling stock across the harbour every time they needed repair. Choice was either to have repairing workshops of their own, or give the monopoly of repair to another firm. That they would all agree would not be sound business. He could hardly believe his ears when he heard the hon. gentleman speak of the land, over which the line was laid, as simple. He would ask him to come with himself (the speaker) for a walk from Kowloon to the Low over the central line of the railway. He had brought with him, and laid upon the table, reports of progress and plans of the section of the railway, and he would invite their attention to them. They would then see that it was run on arduous and difficult ground, involving as it did, five tunnels, 49 bridges and culverts, many heavy cuttings and high banks running along an exposed foreshore. If these were required on simple ground he was of opinion that a railway could not be run across rugged country that could pay. His Excellency had explained in Feb., 1908, and on June 19, 1910, that Mr. Bruce's figures were in no sense definite. Mr. Bruce was to decide what course the railway should take, and he decided that it should be the Beacon Hill route. There it was that his work ended. Mr. Eves in June, 1907, estimated the cost of the section at over eight million dollars, and

this was revised in 1909, and it then came to over eleven million dollars. The cost had now been finally revised and estimated at \$12,200,020. The hon. member representing the Chamber of Commerce doubted whether any railway in the world with the exception of one or two in South America had ever cost so much. He arrived at the figure by taking the revised estimate, and dividing it by 22, the length of the line in miles, giving him a cost of \$558,951 per mile. However, it must be remembered that in the cost was included the expense of a number of sidings at the terminus, besides the erection of buildings, and he did not consider it quite an adequate method of ascertaining the cost per mile. He had been informed by the manager of the Chinese section that the probable capital cost of the Chinese section, which was 89 miles long and was run through what might be called simple country, would be \$15,500,000, and therefore the cost of the whole of the line from Kowloon to Canton would then amount to \$27,798,920 for one hundred and eleven miles, or an average cost of \$250,442 per mile—by no means an incredible sum. Finally the speaker said he had consulted Mr. Lindsay who had given him the following figures and comments:—Cost of the Beacon Hill line \$455.28 per foot, moderate; average cost of the other four double line tracks, \$170.74 per foot, very cheap; cost of reclamation 65 cents, also very cheap.

Mr. Hewitt said he understood that in the main they had been merely carrying on something, but in view of the importance of that question four unofficial members met on the subject. They had discussed the question very fully in view of the statements that had been put before them by the present engineer. He now spoke on behalf of these members, and it was their opinion that it was not necessary for the railway of the length of the Kowloon-Canton railway to have complete workshops. They had another discussion the other day and they still maintained that. They were prepared to admit that it may be necessary to have some workshops, but not complete workshops. At one time the estimate was 9,000,000 dollars, the estimate now stood at 12,300,000 dollars and even that did not include the cost of the Kowloon railway station. That sum would have been still further increased by a quarter of a million dollars had it not been for a very lucky chance the Government got of keeping down that sum. Another point which he agreed upon was that the expense of the railway had very largely exceeded the estimate which was a carefully prepared and a most reliable one. They came to consider that the mistake was made by His Excellency's predecessor, for which His Excellency nor any other official was responsible. It was a mistake that the contract was not put out in the first place to some reliable railway construction firm. It is quite possible, and he was quite prepared to admit and believe, that if an inquiry had been made the estimate put forward may not have been so large. If the railway had been constructed by a proper company rather than by every day work—departmental work—they would have got their railway much quicker and at less cost. Another difficulty admitted by His Excellency's predecessor was that the construction of a railway of that sort was difficult of supervision. For those reasons the unofficial members still seemed to consider that it would have been better had the work been carried out by contract. Another question. Over and above the cost of the railway which now would cost over 12,000,000 dollars, this sum excluded the cost of the terminal station, and a sum of 7-12 lacs had also been incurred by the ratepayers for land, which at the moment was not required, and that possibly of the 30 or 40 acres of land resumed by the Government a good deal may have to be disposed of later on. That was one of the reasons why his colleagues agreed with him in the objection to the manner in which expenditure on the railway had been piled up, and they considered the Government had invested an undue amount of money for resuming land, purchasing land, which now they did

not want, and in retaining an undue area. Ratepayers money had been sunk in the land, and later on as His Excellency pointed out last Thursday, that it was not unreasonable to suppose that the government would do their best in order to get the best profit. What use would the land be put to? The bulk of the land, he took it, could only be used for wharves and godowns. His Excellency had most carefully pointed out that it was the last wish he had in his mind to compete with existing interests, such as Holt's Wharves, the Kowloon Wharf and Godown Company, the Star Ferry Company, which had all gone to build up that section of the trade of the colony. His Excellency went on to say that "I may say at once that the Government has no idea of building either wharves or godowns on that reclamation, unless, and until the development of the railway will justify its extension." He (the hon. member), hoped, and he sincerely believed it would not be many years before the railway developed. The railway would develop by leaps and bounds, but that did not necessarily mean that the trade of the colony would develop to the same extent. They all knew that a lot of money had been expended by ratepayers of the colony on wharves, godowns, &c. These people were large ratepayers. As they knew very well the trade in the Far East had been depressed in the past years. Trade had also changed. There was not the large demand for wharves and godowns which was the case in the past. Merchants appeared to be content to go from hand to mouth with their stocks, and the consequence was that for some years past, the supply was in excess of the demand in the colony, and personally he was afraid—of course he may be wrong—but he was afraid that it would be a considerable time before all the godowns now in the existence were fully required for the use of the trade of the colony. In the first place, continued the hon. member, they had sunk an undue amount of money on purchasing property and retaining property, that would probably be disposed of. The remarks he had made covered the points which were discussed by himself and three colleagues, and which they decided should be put before the Council. There were other questions debated, but he would not deal with them that afternoon. He would have preferred to have taken his seat at that stage, but in view of the personal attack which the Hon. Colonial Secretary had thought fit to make upon him, he felt bound to reply. He was speaking for himself, and he was speaking on his own responsibility and without the consent of his colleagues, although he noted they may endorse a good deal of what he said. The hon. member spoke of the attack made by the Colonial Secretary, and said that he had travelled the New Territory long before the Colonial Secretary came to Hongkong.

Hon. Mr. Pollock said it had always been for him a painful duty to disassociate himself in any way from any of his unofficial colleagues, and more especially was that the case with his friend the hon. member representing the Chamber of Commerce. But the hon. member made a statement at the meeting of the council on Thursday last which he (the speaker) thought it his duty to challenge because he felt that although the hon. member had stated that he never did intend in the least to cast any reflection upon the efficiency of the railway staff, he, Mr. Pollock, felt that the words actually used were calculated to convey an imputation upon them. What the hon. member for the Chamber of Commerce said on Thursday last was that the "cost was some 100 to 150 per cent. more than the original estimate." He (Mr. Pollock) confessed that he thought the statement would convey to anybody reading it the meaning that originally the then engineers in charge of the railway had solemnly drawn out a full estimate of the proposed work and that the estimate had been exceeded by 100 to 150 per cent. Looking back over the pages of Hansard one found that the original estimate, as the hon. member called it, called for the sake of convenience, Bruce's estimate, was not an estimate in the ordinary sense of the term. It was

not an estimate at all. His Excellency had yearly addressed the Council upon the subject of this railway, and so long ago as 6th February, 1908, stated very clearly that Mr. Bruce's estimate was only a rough one. That point appeared still more clearly later on in His Excellency's two speeches to Council, on 13th May and 10th June, 1909. In the latter speech His Excellency showed how very rough the so-called estimate of Mr. Bruce was; in fact His Excellency described it as being rather in the nature of a preliminary survey than an estimate and omitted altogether very important and expensive items connected with the railway. On the 13th May, 1909, on His Excellency's direction, there was laid on the table an estimate revising the estimate made by Mr. Eves in June, 1907, which showed roughly speaking a grand total of eleven million dollars. Therefore, when the meeting of 10th June, 1909, was held unofficial members had had in their hands for some four weeks not merely Mr. Eves' estimate of June, 1907, but also the revised estimate laid on the table on 13th May, 1909. At that meeting as the hon. Colonial Secretary had pointed out, Hon. Mr. Stewart said that the idea, which apparently had obtained some credence in the colony at that time, that we were paying far too much for this railway, ought to be dissipated by His Excellency. The hon. Mr. Stewart appeared to have been at that time the only unofficial member who offered any criticism of Mr. Eves' revised estimate of eleven million dollars and he apparently arrived at the conclusion that, although they all deplored the increase in the estimate, a satisfactory explanation had been given by His Excellency. He (Mr. Pollock) could not find that any unofficial member dissented from that view and hon. member representing the Chamber of Commerce was among those present on that occasion. Again, turning to the debate in Council on 21st October, 1909, five months after Mr. Eves' revised estimate of eleven millions, he found that the hon. member for the Chamber of Commerce had been entrusted by the task of criticising the speech of His Excellency the Governor and the general policy of the government, and he (Mr. Pollock) found that he criticized at some length, his remarks occupying nearly seven columns of Hansard, but Mr. Pollock was unable to find any criticism made by his honourable friend upon the question of the railway policy or administration. As far as he could gather from the remarks fallen from the lips of the hon. member of the Chamber of Commerce, the only criticism that could be levelled against the government, was that they were in possession of more land than was required by the railway at the present moment. The fact that the two ends of the line met in Beacon Hill tunnel at different gradients to an exact inch, was just what they should have expected of competent British railway engineers. He put this forward as proof—that the engineers in charge were competent men. They knew their business. The Colonial Secretary had admitted that an error of judgment had been made, with regard to the bridges, but looking at the work as a whole, although he (Mr. Pollock) was of the opinion that it had cost a great deal more than any of them would wish, they had got, in fact, good value for their money, and he might say, in view of the figures put before them by His Excellency at the last meeting, that the prospects of the railway appear to be a good deal better than was originally anticipated. With regard to the working agreement with the Chinese government he felt that their Chinese friends very readily appreciate the importance of economical working, and would in the end come round to His Excellency's point of view on the subject. His Excellency then wound up the debate and the recommendation was passed.

"The result of the census for the city for the Argentine Government has been launched at Birkenhead." If we hadn't seen this by a lucky chance, in the "Bradford Daily Argus" we should never have known.

## LICENSEE IN TROUBLE.

## POLICE PROSECUTION.

The charge against William Krater, of the "Rose, Shamrock, and Thistle," was again heard this morning before Mr. E. H. Hallifax, for unlawfully permitting a woman to entertain customers, by playing a piano in the bar room on the evening of the 17th inst.

Mr. P. P. J. Wodehouse prosecuted, while Mr. J. H. Gardiner appeared on behalf of the defendant. Jose Souza, a pianist, said that on the 28th ult. he was asked by a friend who was going away, to play, on three days, including the day in question, at the "Rose, Shamrock and Thistle." He played there on the 17th ult. from six to 11.30 p.m. during which time he only left for a few minutes. No child or woman, so far as he saw, played the piano on the evening in question.

The magistrate—How were you dressed that night?—In white jacket and black trousers.

How long were you away from the piano that night?—Only two or three times.

How long were you away?—About two or three minutes.

Witness added that he only played the instrument intermittently. Mr. Gardiner—Was there any other male pianist there that night save yourself?—No.

Did any soldiers sing that night?—No, some soldiers came and talked to me.

Were there soldiers in the bar last night?—Yes.

Private Stanton, K. O. Y. L. I., said that on the day in question he was in the defendant's house, going there at about 7.20 p.m. and leaving at 11.30 p.m. He remained in the house the whole time and on no occasion did any girl or woman play the piano. That was done throughout the evening by the previous witness. He did not see the defendant's little girl the whole evening.

The magistrate—Do you go there regularly?—Two or three times a week.

Was there any singing that night?—There was not.

They say that a soldier sang to the defendant's daughter's accompaniment. Is that wrong?—That is.

Do you remember how the pianist was dressed?—In a white smock dress. I did not notice his trousers.

What makes you remember that night, was there any difference at all?—None.

There was a new pianist?—Yes that was the only difference.

Samuel Rose, Queen's Road E., store-keeper for the C.P.R. gave evidence to the effect that while he was there two or three soldiers were singing. He was absolutely sure that there was no woman or girl playing the piano.

The magistrate—What coloured coat had the pianist on?—A black one.

Are you sure of that?—Well it was dark; it might have been blue. It was not white?—No.

Mr. Gardiner thought that, in view of the evidence that had been put forward by the defence, the case should be dismissed.

Deputy Supt. Wodehouse asked that he might be allowed to bring evidence to rebut it.

The magistrate—That is not necessary. I am perfectly satisfied I must convict. You will be fined \$25.

## LATE SHIPPING NEWS.

## ARRIVED.

Sungking, Br. s.s., 987, Matthes, 27th April.—Haiphong 24th April, Gen.—B. & S.  
Canada Maru, Jap. s.s., 3,769, K. Hori, 27th April.—Nagasaki 28th April, Gen.—O. S. K.

## PASSENGERS DEPARTED.

Per Kaga Maru, for Japan on the 27th April:—

Asai,	Matsuda,
Adams, Mrs. and	Nakano,
child,	Pappail,
Bull,	Parker,
Burnett, Rev. &	Sato, Mr. and
Mrs. C.	Mrs. C.
Olegg,	Sato, Miss
Corbett, Mrs.	Shiima, Miss
Egan, Mrs. Mar-	Tochikawa,
tin	Takanouchi,
Fukui,	Walker, Mr. &
Ikeda, Capt.	Mrs. & child,
Iwamoto, Miss	Webb, Mrs. and
Moyer, J. A.	child,

## To-day's Advertisements

## IN THE MATTER OF HERBERT WILLIAM KENNY, DECEASED.

NOTICE is hereby given that authority has been granted by His Britannic Majesty's Supreme Court for China and Corea to JAMES WILLIAM JAMIESON Esq., O.M.G., H.B.M.'s Consul-General at Canton to Administer the estate of the above-named deceased who died at Hongkong on March the 11th, 1911.

All persons having claims against the said estate are hereby required to send Particulars of such claims to the Under-signed on or before the 10th day of June, 1911, after which date the assets will be distributed having regard only to claims of which notice shall then have been given and NOTICE is hereby given that all persons indebted to the said estate are required to make immediate payment to the Under-signed.

J. W. JAMIESON,  
H.B.M.'s Consul-General.

Hongkong, 27th April, 1911. [1088]

## FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

## THE Steamship

## "LIGHTNING."

Captain E. P. Smith, will be despatched for the above ports on WEDNESDAY, the 5th inst., at 1 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 27th April, 1911. [1089]

## HEUNGCHOW.

## A GROWING CHINESE PORT.

The Customs Commissioner at Lappa says, in his last annual report, that Heungchow "will be a great attraction to many wealthy Chinese immigrants, who are averse to returning to their own country and making their homes in an ordinary Chinese city, or village for the reason that, owing to long residence in foreign countries, they have acquired foreign habits, likings and tastes."

"The promoters' scheme is a most ambitious one. Of prime necessity there will be the construction of an immensely strong breakwater, over a mile long, and extensive dredging, as there is no natural harbour."

"The scheme allows for a well laid-out city, with broad streets and foreign buildings for shops and residences, which is to be governed by a municipal council; it also provides for schools, charitable institutions, police and fire stations, theatre, public gardens, electric light and trams, waterworks, afforestation, chamber of commerce, free libraries, and, in fact, everything that may tend to public good. Opium smoking and gambling of all sorts are to be strictly prohibited."

About a year ago the Viceroy petitioned the Central Government asking that it may be made an open port and a free port, the design being to build it up on the basis of trade freedom like that enjoyed in Hongkong.

## Intimations

## BUTTER.

## OUR

"DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

## POPULAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

Hongkong, 7th April, 1911. [84]

## To-day's Advertisement.

## THE TRADE MARK ORDINANCE, 1909.

## APPLICATION FOR THE REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong) of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have on the 11th day of April, 1911, applied for the registration in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

The Label consists of a square panel at the foot of which is an inset of peculiar design, in which is shown a floral design. In the body of the square panel is shown a square inset in which is depicted a cloud effect, over which the Japanese Characters 大御代, are printed, translated as "OHMIYO." Along the top of the large panel birds flying are shown, and on the left side the Company's name is printed in Chinese Characters, thus 英國 卷煙草株式會社

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods, Manufactured Tobacco in class 45.

A facsimile of the Trade Mark can be seen at the Office of the Registrar of Trade Marks, Hongkong.

BRITISH CIGARETTE COMPANY, LIMITED,  
A. HARRISON,  
Attorney.

Hongkong, 27th April, 1911. [1087]

## THE SORROWS OF SATAN

would have been much less if he had only used

## "CLUB WHISKY."

## H. PRICE &amp; CO., LTD.

12, Queen's Road Central, Hongkong;

and

83, Haiphong Road, Kowloon,

Hongkong, 20th April, 1911.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Steamships.

From Hongkong	From Quebec
"EMPEROR OF INDIA".....Sat., April 29.	"ALLAN LINE".....Fri., May 26.
"EMPEROR OF JAPAN".....Sat., May 20.	"EMPEROR OF BRITAIN".....Fri., June 16.
"EMPEROR OF CHINA".....Sat., June 10.	"ALLAN LINE".....Fri., July 7.
"EMPEROR OF MONTREAL".....Wed., June 28.	
"EMPEROR OF INDIA".....Sat., July 1.	"EMPEROR OF IRELAND".....Fri., July 28.
"EMPEROR OF JAPAN".....Sat., July 22.	"ALLAN LINE".....Fri., Aug. 18.

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£7.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (terminal Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£13 Via New York.....£46.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'APORE, SAMARANG & SOERABAYA.....	SUISANG.....	Saturday, 29th Apr., Noon.
MANILA.....	YUENANG.....	Saturday, 29th Apr., 2 p.m.
SHANGHAI, KOBE, & MOJI.....	KUTSANG.....	Friday, 5th May, Noon
TIENSIN.....	CHOENGSHING.....	Saturday, 6th May, Noon.
MANILA.....	LOONGSANG.....	Saturday, 6th May, 2 p.m.
SINGAPORE, PENANG & CALCUTTA.....	NAMSANG.....	Monday, 8th May, Noon.
SANDAKAN.....	MAUSANG.....	Wednesday, 17th May, Noon.

RETURN TOURS TO JAPAN, (Occupying 21 days). The steamers "Kutsang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chufoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuddat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215. General Managers. Hongkong, 26th April, 1911.

## BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"SUVERIO".....	6,282	F. S. Cowley..	4th May
"KUMERIC".....	6,262	G. B. McGill..	30th May
"LUCERIO".....	6,400	J. Mathie.....	30th June

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for steering passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerio" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 18th April, 1911.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave for
Tjitaroom	SHANGHAI	2nd half Apr.	J.V.A.
Tjipanas	JAVA	2nd half Apr.	JAPAN
Tjilatjap	JAVA	2nd half Apr.	JAPAN
Tjibodas	JAPAN	1st half May	JAVA
Tjilidong	JAVA	1st half May	SHANGHAI
Tjimali	JAVA	1st half May	JAPAN
Tjikini	JAVA	2nd half May	JAPAN

The steamers for all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Buildings.

Telephone No. 876, Hongkong, 27th April, 1911.

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	AKI MARU, Capt. K. Homma, Tons 7,000 MISHIMA MARU, Capt. A. E. Moses, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 10th May, at Daylight. WEDNESDAY, 24th May, at Daylight. WEDNESDAY, 7th June, at Daylight.

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	KAMAKURA MARU, Capt. B. Kon, Tons 7,000 AWA MARU, Capt. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	SATURDAY, 20th May, from KOBE TUESDAY, 23rd May, at 4 p.m. TUESDAY, 20th June, at 4 p.m.
--------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, Tons 6,000 YAWATA MARU, Capt. J. Nagao, Tons 5,000	FRIDAY, 12th May, at Noon. FRIDAY, 9th June, at Noon.
-------------------------------------------------------------------------------	--------------------------------------------------------------------------------------	----------------------------------------------------------

SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mucker, Tons 7,000	WEDNESDAY, 10th May.
NAGASAKI, KOBE and YOKO-HAMA	YAWATA MARU, Capt. J. Nagao, Tons 5,000	WEDNESDAY, 10th May, at 4 p.m.
KOBE and YOKO-HAMA	KAGA MARU, Capt. M. Hagino, Tons 7,000	THURSDAY, 27th April, at 11 a.m.

BOMBAY, &c.	BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	TUESDAY, 2nd May.
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† Fitted with new system of wireless telegraphy † Cargo only.

\* Carries deck passengers. Calling at Keelung and Shimon.

## PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers	Tons	Leave Hongkong	To	RATES OF PASSAGE
Aki	7,000	10th May	To Marseilles and London via Suez Canal.	1st class Single...Y560 Return... 825 2nd class Single... 625 Return... 640 Old Str. 1st class Single 600 Return 760 2nd class Single 640 Return 495

Steamers	Tons	Leave Hongkong	To	RATES OF PASSAGE
Awa	7,000	23rd May	To Pacific Coast Common Points	1st class Single...£30 2nd " " £21
Inaba	7,000	20th June	To London via New York via St. Lawrence	1st class Single...£60 1st class Single...£69

With option of rail between calling ports in Japan. Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL
TSINGTAU, CHEFOO AND NEWPOHWANG.....	"NANCHANG".....	29th April, D'light.
HAIPHONG.....	"SUNGKIANG".....	29th " Noon.
SHANGHAI.....	"CHENAN".....	29th " M'night.
MANILA, CEBU & ILOILO.....	"TEAN".....	2nd May, 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS.....	"OHANGSHA".....	8rd " 4 p.m.
TIENSIN.....	"KUEICHOW".....	5th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly: S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Tea" and "Taming" saloon accommodation midships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE: TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 86, Hongkong, 27th April, 1911.

## Shipping—Steamers

## HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMeward.
For Shanghai, Kobe & Yokohama:	For Marseilles, Havre & Hamburg:
S.S. "Frelanfels".....6th May	S.S. "Senegambia".....27th April
"Scandia".....18th May	For Rotterdam, Hamburg & Antwerp:
"Slavonia".....4th June	S.S. "Bogralv".....8th May
"Sagovia".....15th June	For Havre, Bremen & Hamburg:
"Spezia".....1st July	S.S. "Saevia".....10th May
"Siloia".....12th July	For Rotterdam, Hamburg & Antwerp:
"O. Ferd. Luetz".....23th July	S.S. "Sachsen".....24th May
For Further Particulars, apply to—	For Marseilles, Havre & Hamburg:
	S.S. "Bayern".....3rd June

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 21st April, 1911.

HONGKONG—  
PHILIPPINES.  
PHILIPPINES  
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO.....	4000	M. C. Smith.	MANILA, CEBU & ILOILO	SATURDAY, 29th Apr., 4 p.m.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	WEDNESDAY, 10th May, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 21st April, 1911.

## DOUGLAS STEAMSHIP CO., LD

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

HAICHING.....Capt. W. C. Passmore.....FRIDAY, 28th April, at 11 a.m.

HAICHANG.....Capt. A. E. Hodgins.....TUESDAY, 2nd May, at 11 a.m.

HAITAN.....Capt. J. S. Hovch.....FRIDAY, 6th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun.....Capt. J. W. Evans.....SUNDAY, 30th April, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, Lapraik & Co., General Managers.

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THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Empire.....	April 7.	May 2nd, at 11 a.m.
St. Albans.....	May 6.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

## TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE.

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
America Maru.....	11,000	A. G. Stevens..	Friday, 4 May 5, 1 p.m.
Tenyo Maru.....	21,000	E. Bent.....	Friday, 4 May 12, 1 p.m.
Nippon Maru.....	11,000	H. S. Smith..	Friday, June 2, 1 p.m.

† Triple Screw, turbine engine. \* Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The "Tenyo Maru" (AM-10) will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 4th May, at 1 p.m.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Hongkong Maru.....	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.
Kiyo Maru.....	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.
Buyo Maru.....	10,500	K. Hashimoto	Saturday, Oct. 11, 1 p.m.

The Steam "HONGKONG MARU" will be despatched for MOY, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, BALINA, CRYZ, CALAO, IQUIQU, VALPARAISO and CORONEL, on SATURDAY, 27th June, at 1 p.m.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager, KING'S BUILDING (Opposite Blake Pier).

OUR  
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

IMPROVING CHINA'S WATERWAYS.

It is interesting to recall in passing that when the last rebellion broke out at Kwei-lin it took the native troops some three weeks to arrive at the scene of the disturbance, whereas had the river been as navigable as it might well be they could have been there within a couple of days or so. Then, again, the facilities which could be secured for the transport of minerals and the encouragement to mining enterprises generally would justify this question being thoroughly gone into, more especially as railways are quite out of the question in many places. A uniform depth of some three feet would be quite sufficient for the purposes of launch traffic, and were nothing further than this done the gain would be immense. In most of the rivers of South China and Tonkin the depth of water in winter is quite insufficient for the purposes of navigation, while, on the other hand, in summer months the velocity is so great that the course of the navigable channel is constantly shifting, the banks are frequently washed away, and the silt which gathers in the centre of the river often prevents even the smallest boats from using what should be and could easily be made, a constantly navigable stream.

Daily Press.

THE BURDEN OF THE EASTERN CROWN COLONIES.

We are sorry not to find in the telegraphic summary of the speeches made in Parliament on Monday any reference to an impending change in the incidence of this levy, but rather a very pointed intimation that the Imperial Government is receiving from the Colonies of Hongkong and the Straits Settlements sums which fall very far short of the expenditure on the Garrisons maintained at these stations. On the other hand it must not be forgotten that the taxpayers who are expected to defray this expenditure have not the least power of control over the size of the garrison or the money spent upon it. Colonel Yate, who questioned the Secretary of State for the Colonies, as well as the Prime Minister on the subject of the military defence of the Crown Colonies, seems to be under the impression that the garrison at Hongkong is here purely for the defence of the Colony, but it is unnecessary for us to point out that the troops stationed here are available for the protection of British property and British interests in the Far East wherever they are attacked. The British community of Shanghai, for instance, counts as much upon the help of the British forces stationed in Hongkong in time of difficulty and danger as does the population of Hongkong, but Shanghai's contribution to the maintenance of British troops in the East is limited to its expenditure on the maintenance of a Volunteer Force. In these days of increasing armaments we fear there is not much prospect of the burden of the Eastern Crown Colonies being lightened, but the whole question is one that might be usefully discussed at the Imperial Conference.

South China Morning Post.

KOWLOON'S GARDEN CITY. Set out as it is the scheme is almost Utopian, and we have no doubt, if it proves to be capable of realisation, that it will add to the gaieties of life in this Colony. As the advance particulars point out, land is abundant in the New Territory and no doubt it can be made to serve the purposes of a Garden City, always providing that the public subscribe the funds and Government records the project its sympathy and support. If the scheme progresses, the assistance and encouragement of Government will certainly not be withheld, for it is obvious, if only a part of the ambitions of the promoters are realised, that the establishment of a Garden City near Kowloon would exercise a vast influence on the future development of the New Territory. At the same time, it would confer a great boon on many whose daily activities are wrapped up in the future of this Colony, and we wish it therefore whatever success it can obtain.



## SLAUGHTER OF CATTLE.

## RINDERPEST IN THE PHILIPPINES.

It is reported that a drastic campaign, so sweeping in nature that it will completely wipe out all traces of the rinderpest which has been devastating several Luzon provinces, has been decided upon by the Governor General of the Philippines.

Briefly summarized, the plan is to quarantine all cattle which have had a possible chance of infection with the disease and when infection is once proved, cattle will be slaughtered at once and the owners compensated for the loss.

The value of the slaughtered cattle will be appraised by a board composed of American and Filipino officials.

The work of extermination of cattle which show infection will begin in Iloilo and Bulacan provinces and the corps of veterinarians will move up through Pampanga, Zambales and Nueva Ecija into Pangasinan and La Union, which have both suffered extensively from the ravages of the disease.

This plan was tried in La Union and contrary to general expectation met with approval throughout the province, the Filipino officials being especially cordial in their reception of it. A telegram received from the governor of La Union brought a request for a wider authority to slay all infected cattle. Governor Montinola of Iloilo province has wired a similar request.

## CLEVELAND DUE NEXT DECEMBER.

As stated some time ago, two round-the-world tours are being arranged by the Hamburg-American line to be taken by the steamer Cleveland, and further details are now available. The first of the tours, which will be eastward, the second being westward, will begin on November 1 next, and will occupy exactly 110 days, of which 17 will be spent in India and 14 in Japan. Starting from New York, the following places will be visited:—Madeira, Spain, Italy, Egypt, India, Ceylon, Burma, the Malay Peninsula, Java, the Philippine Islands, China, Japan, the Sandwich Islands, including an overland American tour. The party will be in Colombo on December 7 and will leave on December 9. The second voyage will start from San Francisco on February 17, 1912, and arrive in Colombo on April 25 of the same year, and after a two days' stay there, the Cleveland will leave for Bombay.

It has been decided to take on only 500 passengers as it has been found that more than this number will interfere with the comfort of the organizers wish to give their passengers.

## OUR DIARY.

Thursday, 27th April.  
Bijou Scenic Theatre, 9.15 p.m.  
Empire Cinematograph, 9.15 p.m.

Friday, 28th April.  
Stockbrokers' Association's Selling Day for April.  
Philharmonic Concert 9.15 p.m.

Lady Lugard at Home.  
Saturday, 29th April.  
Departure of Coronation Contingent.

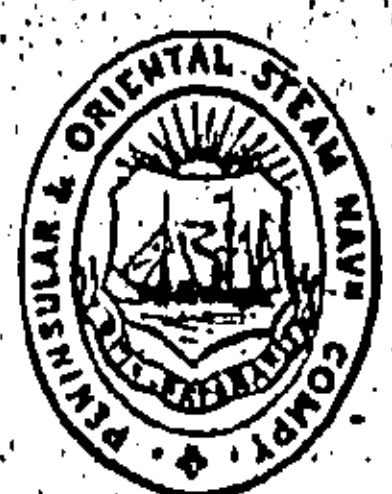
Entries close for Lawn Bowls Open Singles Championship.  
Hongkong Football Club Annual Dinner.

H. Price and Company, Ltd., Annual Meeting, 12.30 p.m.  
Corinthian Yacht Club Yachting, 5 p.m.

Entries close for Lawn Bowls Open Singles Championship.  
Monday, 1st May.  
Shanghai Spring Race Meeting.

Tuesday, 2nd May.  
Organ Recital at St. John's Cathedral.

## Shipping—Steamer.



## The Peninsular &amp; Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship.

"ASSAYE," Captain G. W. Cockman, R.N., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 29th April, 1911, at Noon, taking passengers and cargo in connection with the Company's s.s. "Morae," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 9th June, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 18th April, 1911. [1]

## Regular Steamship Service to New York, via PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
S.S. "MONTROSE" (About 4th May).  
FOR BOSTON AND NEW YORK.  
S.S. "MUNCASTER" (About 11th May).  
FOR FREIGHT AND FURTHER INFORMATION, apply to DODWELL & CO., LTD., Agents.

Hongkong, 20th April, 1911. [958]

## THE AMERICAN &amp; ORIENTAL LINE.

FOR NEW YORK (With liberty to call at the Malabar Coast).

## THE Steamship.

"AFGHAN PRINCE," Captain Thomas, will be despatched for the above port on or about the 18th May.

For Freight and Passage, apply to ARNOLD, KARBURG & Co., General Agents.

Hongkong, 18th April, 1911. [1064]

## "SHIRE" LINE OF STEAMERS, LIMITED. FOR LONDON, ROTTERDAM &amp; ANTWERP.

## THE Steamship.

"FLINTSHIRE,"

Captain G. C. Cundy, will be despatched as above about 12th prox. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 24th April, 1911. [1078]

## LEE YEE

HAIR DRESSING SALOON. HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

18, D'ARVILLE STREET, HONGKONG.

MAN CHEONG, 15, WELLINGTON STREET CENTRAL, HONGKONG.

SWATOW DRAWING WORK. Gentlemen and Ladies' TAILORS & OUTFITTERS. Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c.

Hongkong, 23rd January, 1911. 835

CLOUET CHAMPAGNE EXTRA DRY.

24 pints at \$22.50.

FRENCH STORE, 1 Queen's Road.

Hongkong, 15th Mar., 1911. [47]

## Consignees.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU and JAPAN PORTS.

THE Steamship

"AMERICA MARU."

The above named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SATURDAY, 29th April at 5 p.m., 1911, will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on THURSDAY, 4th May, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left on board or godown and examination of same to be arranged. All claims must be filed on or before May 10th, 1911, otherwise they will not be recognized.

R. MATSUDA, Agent.

Hongkong, 26th April, 1911. [1083]

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "PATHAN"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of H.M. Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 26th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 26th April, 1911. [108]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAGA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 3rd May, will be subject to rent. No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives, at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 26th April, 1911. [5]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 28th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, each cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 26th April, 1911. [1083]

## ENTERTAINMENTS.

## BIJOU SCENIC THEATRE.

(FLOWER STREET.)

CINEMATOGRAPH VAUDEVILLE.

Frid. y 28th.

**BENEFIT** FOR MISS VERA FERRACE, ALL SEATS \$1.

Lessee and Manager: R. H. STEPHENSON.

## CAPSTAN MIXTURE

MEDIUM

&

FULL

In 1/4 lb.

Air Tight

Tins.

W. D. & H. O. WILLS.

TRADE

MARK

THE BERNESE ALPS MILK CO. STALDEN EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY. BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO., HONGKONG & CHINA.

CLARK & CO.

Scientific

Opticians,

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1033.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

[1058]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS. Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN.

## ENTERTAINMENTS.

THE

"Empire" Cinematograph

Theatre,

Des Vieux Road Central, opposite

Central Market.

THIS WEEK

Commencing TO-MORROW,

The Beautiful

Artistic

Picture:

"SEMIRAMIS,"

a lavishly-mounted

BIBLICAL STORY.

Hongkong, 24th April, 1911. [852]

VICTORIA SKATING RINK.

5 'O'S in Daily

THE BEST FLOOR.

The Company has decided to reduce the Prices from 1st April, 1911, to the end of the Season.

Hongkong, 24th April, 1911. [890]

FRIDAY,

APRIL 28th,

9.15 P.M.

PHILHARMONIC CONCERT.

Booking:

Lane, Crawford & Co.

[1070]

STEAM LAUNDRY CO.

YAU MATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery, Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Bascomfield Arcade. Tel. K32.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [931]

PHONE 482.

HONGKONG MOTOR

GARAGE.

TRY OUR

New 40 H. Power

RUBY COLOUR

CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$7. per hour

DRAGON CYCLE DEPOT,

63, Des Vieux Road Central. [49]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

FROM ANTWERP, LONDON,

MALTA, PORT SAID, SUEZ,

and STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 20th April, 1911. [4]

## WANTED.

WILL ANY PERSON WHO WITNESSED THE MOTOR incident near No. 2 Police Station on Friday evening last, in which a Chinese was injured, communicate with the Captain Superintendent of Police.

Hongkong, 26th April, 1911. [1078]

HONGKONG AND KOWLOON

WHARF & GODOWN CO., LD.

MR. WILLIAM SAMUEL

BROWN will not act as Secretary of the above Company during my absence from the Colony.

By Order of the Board,

EDWARD OSBORNE,

Secretary.

Hongkong, 26th April, 1911. [1077]

NOTICE TO MARINERS.

THE Coast Inspector, Maritime Customs, Shanghai, reports a STEAMER SUNK in the following position:—

Elgar Island bearing S.S.W., distance 4 Miles.

C. W. BROCKWITH, Commodore, R.N., Harbour Master, &c.

Hongkong, 26th April, 1911. [1080]

UNION INSURANCE SOCIETY

OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of Twenty Dollars per Share for the year 1909 and an Interim Dividend of Thirty Dollars per Share for the year 1910, will be payable on WEDNESDAY, the 26th instant.

Warrants may be had on Application at the Office of the Society on and after that date.

By Order of the Board,

C. MONTAGUE EDE,

Secretary.

Hongkong, 26th April, 1911. [1084]

NETHERLANDS LLOYD

OF

AMSTERDAM AND

BATAVIA.

The Undersigned having been

appointed AG



